

Section 5
Proposed Future
Roadways and Projects



Proposed Future Roadways and Projects

One of the main goals of the Local Road Master Plan is to provide a list of projects that addresses the future transportation needs of the Town. These improvement projects include capacity and safety improvements to existing facilities as well as the construction of new roadways to provide additional capacity and increase connectivity throughout the entire roadway network. Figure 18 shows the location of the proposed projects. *It should be emphasized that the dashed lines in Figure 18 do not represent a definite alignment for any proposed connection. They are only meant to represent locations where a new connection is anticipated or recommended.* The purpose of identifying these potential future connections is to:

- provide for appropriate future roadway infrastructure to serve areas with future development potential based on existing land-use & zoning;
- reduce local traffic on County and State facilities which are congested;
- provide access to property through multiple locations; and,
- provide guidelines to Town on roadway alignments as future development occurs.

Table 12 lists the roadway improvement projects that have been identified as part of this Local Road Master Plan. The improvement projects are subdivided into three categories by timeframe: Short-term (0-5 years), Mid-term (5-10 years) and Long-term (10-20 years). The majority of the short-term improvements are mitigations that have been identified through existing conditions evaluation from Technical Memorandum 2, public comments received in the Open House, the Capital Improvement Program, the Downtown Master Plan, and the RAC. Most of the local road projects in the CIP are unfunded. However, they are included in the project list as they will be needed by 2030. These improvements are needed to address current operation and safety concerns. The mid- and long-term projects correspond to the mitigation needs identified through the future conditions analysis, the review of connectivity and accessibility issues and major projects identified in the CIP and past studies. The cost estimate does not include ROW cost.

It should be noted that the Project Numbers in Table 12 remain consistent from those seen in Technical Memorandum 5. (The lone exception is that of Project Numbers 13 and 68, as their project numbers and level of priority were switched.) During individual meetings with the Town Council and the July 2, 2008 Town Council Meeting, a number of projects were removed from the project list and others were reorganized. Therefore, Table 12 is missing the project numbers associated with the removed projects, but to remain consistent and to eliminate any confusion between past project number documentation, the project numbers do not change in Table 12. For example, it was determined during the July 2, 2008 Town Council Meeting that Project 12 would be removed from the list. To reflect this change, the project was removed but the project numbering remained the same; thus, the result is a number scheme from 11 to 13, as seen in Table 12.



Table 12 FINAL Proposed Project List

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source		
					FDOT	County	Private
		Short-Term (0-5 Years)					
1	SW 67 th Avenue Extension	Extend from SW 41 st Court to Orange Drive	Downtown Master P	\$2,100,000		X	X
2	SW 76 th Avenue Upgrade-Phase I	Upgrade to 2-lane minor collector with bike lane from Orange Drive to SW 39 th Street	CIP	\$818,000		X	X
3	College Avenue Upgrade - Phase I	Upgrade to 4-lane major collector with and bike lane from 39 th St to 24 th St	Master Plan/RAC	\$2,450,000		X	X
4	College Avenue Upgrade - Phase II	Upgrade to 4-lane major collector with bike lane from 24 th St to SR 84	Master Plan/RAC	\$2,320,000		X	X
5	SW 136 th Ave/SW 26 th St Roundabout	Construct a modern roundabout	Master P	\$400,000		X	
6	University Drive/Nova Drive Intersection Improvement	Add dual eastbound left-turns and westbound right-turn overlap signal phase	Master P	\$69,000*	X		
7	University Drive/SW 30 th Street Intersection Improvement	Add dual eastbound, westbound left-turns and dual eastbound through lanes	Master P	\$66,200*	X		
8	SW 154 th Avenue Safety	Install traffic calming device	Master P	\$20,000		X	X
9	SW 148 th Avenue Safety	Install traffic calming device	Master P	\$20,000		X	
10	SW 86 th Avenue	Install traffic calming device	Master P	\$20,000			
11	Flamingo Rd/SW 26 th Signal	Install traffic signal	Master P	\$250,000	X		
13	SW 20 th Street Upgrade	Upgrade to 2-lane local rural roadway from SW 130 th Ave to SW 127 th Ave	CIP	\$114,000		X	X
14	Hiatus Road/SW 26 th Street	Install modern roundabout	Master P	\$400,000*		X	
15	SW 127 th Avenue Upgrade	Upgrade to 2-lane local rural roadway from 21 st St to 26 th St extension	CIP	\$1,700,000		X	X
16	SW 76 th Avenue Upgrade - Phase II	Upgrade to 2-lane minor collector with bike lane from Griffin Road to Stirling Road	Master P/CIP	\$818,000		X	X



No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
17	NW 75 th Avenue extension	Connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway	Master P	\$1,270,000			X	X
18	SW 65 th Avenue	Construct new roadway from Orange Drive to SW 42 nd Street	Downtown Master P	\$1,400,000			X	X
19	Davie Road Upgrade - Phase I	Upgrade to 6-lane arterial from Nova Dr to SR 84	Master P/ RAC	\$936,000		X	X	X
20	SW 58 th Avenue safety	Install traffic calming measures	Master P	\$20,000			X	X
21	SW 52 nd Avenue extension	Upgrade to 2-lane minor collector from Griffin Rd to SW 54 th St	Master P	\$4,550,000				X
23	SW 14 th Street Upgrade - Phase I	Widen to 4 lanes major collector from I-75 to SW 148 th Avenue	Master P	\$1,950,000			X	X
24	SW 14 th Street Upgrade - Phase II	Upgrade to 3-lane major collector with bike lanes from SW 148 th Ave to SW 136 th Ave with alternative design to avoid disrupting existing Equestrian path	Master P	\$1,750,000			X	X
25	SW 14 th St/SW 148 th Ave	Construct modern roundabout at the intersection	Master P	\$400,000			X	X
26	SW 14 th St/SW 154 th Ave	Add turn-lanes at the intersection	Master P	\$156,000			X	X
27	SW 14 th Street Extension - Phase I	Extend from Nob Hill to Bright Road	Nob Hill Study	\$2,530,000			X	X
29	SW 14 th Street Upgrade - Phase III	Upgrade to 3-lane minor collector with bike lanes from SW 136 th Ave to SW 130 th Ave	Master P	\$876,000			X	X
31	Oakes Road Extension Study	Feasibility Study to extend from SR 7 to Davie Road	SR7 Study	\$150,000	X	X	X	X
33	Berkley Drive pavement upgrade	Upgrade pavement from SW 86 th Avenue to SW 83 rd Avenue	Master P	\$114,000			X	
34	SW 87 th Terrace pavement upgrade	Upgrade pavement from Berkley Drive to SW 18 th Street	Master P	\$114,000			X	
Total Short-term Estimate:				\$27,962,800				



No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		Mid-Term (5-10 years)						
35	SW 154 th Avenue (Shotgun Road) Upgrade	Upgrade to minor collector with bike lanes, from SW 14 th St to SW 142 nd Avenue	Master P	\$5,480,000			X	X
36	SW 148 th Avenue Upgrade	Upgrade to minor collector with bike lanes from SR 84 to 14 th St	Master P	\$1,760,000			X	X
37	SW 136 th Ave Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 14 th St to SW 26 th St	Master P	\$1,570,000			X	X
38	Davie Road Upgrade – Phase II	Upgrade to 4/5-lane major collector with on-street parking and bike lane from SW 42 nd Ct to Orange Drive	Master P/RAC	\$568,000		X	X	X
39	Davie Road Upgrade – Phase III	Upgrade to 4/5-lane major collector with bike lane from Nova Drive to SW 42 nd Court	Master P/RAC	\$2,110,000		X	X	X
40	SW 14 th Street Extension – Phase III	Extend from SW 130 th Ave to Flamingo Road	Master P	\$2,530,000			X	X
43	SW 20 th Street safety	Install traffic calming measures	Master P	\$20,000			X	X
44	SW 24 th Street/Nova Drive Upgrade – Phase I	Upgrade to 4-lane major collector from Davie Rd to College Ave	CIP	\$1,290,000		X		X
48	SW 26 th Street Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from Flamingo Rd to Hiatus Rd	Master P	\$1,640,000			X	X
49	SW 27 th Court Upgrade	Upgrade to 2-lane local urban roadway from Hiatus Road to SW 106 th Terrace	CIP	\$227,000			X	X
50	SW 29 th Street Upgrade	Upgrade to 2-lane local rural roadway from 137 th Ave to 136 th Ave	CIP	\$566,000			X	X
51	SW 30 th Street Upgrade – Phase I	Upgrade to 3-lane major collector with bike lanes from College Avenue to University Drive	Master P/RAC	\$1,230,000			X	X



No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
53	SW 39 th Street Upgrade	Upgrade to 3-lane major collector with bike lane from University Drive to Davie Road	Master P/RAC	\$2,860,000			X	X
54	SW 44 th Street connection	Construct new roadway from Davie Road to SW 67 th Avenue extension	Downtown Master P	\$1,400,000			X	X
55	Orange Drive Upgrade - Phase I	Upgrade to 5-lane major collector with shoulder from SR 7 to Florida Turnpike	Master P/EAR	\$3,730,000			X	
56	Orange Drive Upgrade west section	Upgrade to 2-lane minor collector with bike lane from SW 142 nd Ave to SW 154 th Ave	Master P	\$2,450,000			X	X
87	61 st Street Extension	Connection of 61 st Avenue to the Future Oaks Road Extension	Master P	104,000			X	X
		Total Mid-term Estimate:		\$51,493,200				



No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		Long-Term (10-20 years)						
62	SW 130 th Ave Upgrade - Phase I	Upgrade to 2-lane minor collector with bike lanes from SR 84 to SW 8 th Street	Master P	\$818,000			X	X
63	SW 130 th Ave Upgrade - Phase II	Upgrade to 3-lane minor collector with bike lanes from SW 8 th St to SW 26 th Street	Master p	\$2,710,000			X	X
64	SW 130 th Ave Upgrade - Phase III	Upgrade to 2-lane minor collector with bike lanes from SW 26 th Street to SW 36 th Court	Master P	\$1,430,000			X	X
65	Hiatus Road Upgrade	Upgrade to 4-lane major collector from SR 84 to SW 14 th Street	Master P	\$10,700,000			X	X
67	College Avenue Street Car	Conduct feasibility of providing street car	RAC/CIP/Master P	\$150,000	X	X	X	X
68	SW 121 st Avenue Upgrade	Upgrade to 2-lane local rural roadway from SW 26 th Street to SW 36 th Court	CIP	\$397,000			X	X
70	SW 24 th Street/Nova Drive Upgrade - Phase II	Upgrade to 3-lane major collector from College Ave to University Drive	Master P	\$622,000		X		X
71	SW 24 th Street/Nova Drive Upgrade - Phase III	Upgrade to a 3-lane major collector from University Drive to S Pine Island Road	Master P	\$1,650,000		X		X
72	SW 24 th Street/Nova Drive Upgrade - Phase IV	Upgrade to a 2-lane minor collector from S Pine Island Road to SW 97 th Avenue	Master P	\$397,000		X		X
73	SW 26 th Street Upgrade - Phase II	Upgrade to 2-lane minor collector with bike lanes from SW 142 nd Ave to 130 th Ave	Master P	\$1,320,000			X	X
74	SW 30 th Street Upgrade - Phase II	Upgrade to 2-lane minor collector with bike lanes from University Drive to S Pine Island Road	Master P	\$1,080,000			X	X
75	NW 33 rd Street extension	Extend to 2-lane local urban roadway from University Drive to Davie Rd	Master P	\$1,400,000	X	X	X	X
No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private



76	SW 36 th Street Upgrade	Upgrade to 2-lane major collector with turn lanes and bike lane from University Drive to College Avenue	Master P/RAC	\$1,710,000			X	X
77	SW 36 th Court Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 130 th Avenue to SW 121 st Avenue	Master P	\$828,000			X	X
78	Orange Drive Upgrade - Phase II	Upgrade to 3-lane major collector with shoulder from Florida Turnpike to Davie Road	Master P	\$1,190,000			X	
79	Orange Drive Upgrade - Phase III	Upgrade to 3-lane major collector with shoulder from Davie Road to SW 67 th Avenue	Master P	\$807,000			X	
80	SW 49 th Street upgrade	Upgrade to 2-lane local urban roadway from 58 th Ave to 52 nd Ave	Master P	\$2,530,000			X	X
83	SW 56 th Street extension	Construct 2-lane local urban roadway from 61 st Ave to 58 th Ave	Master P	\$1,270,000			X	X
86	SW 36 th Street Extension	Construct 2-lane local urban roadway from SW 92 nd Ave to Nob Hill Drive	Master P	\$4,000,000			X	X
		Total Long-term Estimate:		\$36,249,000				

* Project cost not included in total



#1 – SW 67th Avenue Extension: This project extends SW 67th Avenue north from Orange Drive to SW 41st Court to provide an additional north-south roadway connection. This project is identified in the Town's Downtown Master Plan and is part of the revitalization efforts in the area. It is anticipated to assist in the local circulation by relieve traffic on Davie Road south of SW 39th Street. The project should include extensive traffic calming measures to reduce cut-through traffic and provide amenities like a landscape buffer to shield the roadway from existing residents.

#2 - SW 76th Avenue Upgrade – Phase I: This project is indentified in the Town's Capital Improvement Program. It is intended to upgrade the roadway to 2-lane minor collector roadway standards with bike lanes from Orange Drive to SW 39th Street for approximately 0.50 miles.

#3 – College Avenue Upgrade – Phase I: This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes from SW 24th Street to SW 39th Street for approximately 1.0 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.

#4 – College Avenue Upgrade – Phase II: This project continues the upgrade of College Avenue to a 4-lane major collector roadway with bike lanes from SR 84 to SW 24th Street for approximately 0.5 miles. This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#5 – SW 136th Avenue/SW 26th Street Roundabout: Construct a modern roundabout at the SW 136th Avenue/SW 26th Street intersection to accommodate future traffic volume at the intersection. The intersection currently operates as a four-way stop-controlled intersection. As both SW 136th Avenue and SW 26th Street are minor collector roadways, a modern roundabout at the location will enhance the aesthetic features of the intersection and anticipated to be an amenity to the neighborhood. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#6 – University Drive/Nova Drive Intersection Improvement: This intersection operates at LOS E under existing PM peak hour conditions. It requires dual eastbound left-turn lanes and add a westbound right-turn overlap signal phase to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the *Technical Memorandum 2*.

#7 – University Drive/SW 30th Street Intersection Improvement: This intersection operates at LOS E under existing AM peak hour conditions. It requires dual eastbound and westbound left-turn lanes, and dual eastbound through lanes to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the recently submitted *Technical Memorandum 2*.

#8 – SW 154th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 154th Avenue from SW 14th Street to SW 142nd Avenue to reduce



vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest average recorded 85th- percentile speed within the Oakhill Neighborhood study area.

#9 – SW 148th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 148th Avenue from SR 84 to SW 14th Street to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest speed differential between posted speed and 85th-percentile speed measured.

#10 – SW 86th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 86th Avenue to reduce vehicular speeds and cut-through traffic.

#11 – Flamingo Road/SW 26th Street Intersection Improvement: The intersection currently operates at LOS F as an unsignalized intersection. This project installs a traffic signal at the intersection of Flamingo Road and SW 26th Street. In addition, due to high vehicular speed on Flamingo Road, a traffic signal will provide safe traffic control for vehicles from SW 26th Street.

#13 – SW 20th Street Upgrade – Phase I: Upgrade SW 20th Street to two-lane local rural roadway standards from SW 130th Avenue to SW 127th Avenue for approximately 0.25 miles. This project is identified in the CIP.

#14 – Hiatus Road/SW 26th Street Roundabout: This project is aimed at providing a safe, effective and visibly pleasing modern roundabout at the Hiatus Road/SW 26th Street intersection. Currently, the east and west approach of SW 26th Street do not line up with one another at Hiatus Road, thus encouraging unsafe traffic maneuvers by motorists. A roundabout will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#15 – SW 127th Avenue Upgrade: This project is identified in the Town's CIP and it upgrades SW 127th Avenue to 2-lane local rural roadway standards (40-ft cross section) from SW 21st Street to SW 26th Street extension for approximately 0.5 miles. The roadway is anticipated to connect to the planned extension of SW 26th Street west of Flamingo Road and not to the existing SW 26th Street, as per the public comment.

#16 – SW 76th Avenue Upgrade – Phase II: This project is identified in the Town's CIP and it upgrades SW 76th Avenue to 2-lane minor collector roadway standards with bike lanes from Griffin Road to Sterling Road for approximately 1.30 miles.

#17 – NW 75th Avenue Extension: This project is anticipated to provide better north-south connection between Stirling Road and Griffin Road around the NW 75th Avenue corridor. It seeks to connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway.

#18 – SW 65th Avenue – This project is identified in the Downtown Master Plan project. It anticipates a new roadway, west of Davie Road, from Orange Drive to SW 42nd Street, which is approximately 0.25 miles. This roadway enhances the grid-network in the area and anticipated to facilitate revitalization of the area.



#19 – Davie Road Upgrade – Phase I: Broward County is planning to upgrade Davie Road to 6-lane arterial roadway standards from Nova Drive to SR 84 for approximately 0.5 miles. This segment operates at LOS F under 2008 conditions (4-lane arterial) and is also expected to operate at LOS F under 2030 conditions (4-lane arterial). This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#20 – SW 58th Avenue Safety: Install traffic calming measures, like speed hump, speed table, etc., along SW 58th Avenue from Griffin Road to Stirling Road to reduce vehicular speeds and discourage cut-through traffic.

#21 – SW 52nd Avenue Extension: Upgrade and extend SW 52nd Avenue to a 2-lane minor collector from Griffin Road to SW 54th Street for approximately 0.8 miles. This roadway extension will provide additional access to the area between Griffin Road and Stirling Road, which will relieve traffic from SW 58th Avenue. The extension is also anticipated to facilitate future development of the area.

#23 – SW 14th Street Upgrade – Phase I: SW 14th Street is one of the few roadways that provide some level of regional connectivity in the area. There are no other viable alternative to provide east-west connection in the area. In order to accommodate the anticipated growth in traffic and meet the Town's LOS standard, the roadway would need to be widened to four lanes in the future from I-75 to SW 148th Avenue. If the Town decides not to widen the roadway, the Town has following options: 1) change the LOS standard to F on local roads, 2) find alternative roadway connection to accommodate growth, or 3) impose development moratorium in the area to keep traffic volume at current levels. Collaboration with Broward County, the City of Sunrise and the City of Weston is recommended to implement the project.

#24 – SW 14th Street Upgrade – Phase II: This project is aimed at providing a safe turning movement for residents on SW 14th Street from SW 148th Avenue to SW 136th Avenue by widening it to a three-lane major collector. The residents on the south side of the roadway will be able to use the center turn-lane to turn vehicles to and from their driveways. The upgrade will consider alternative design measures to avoid disrupting the existing Equestrian trail.

#25 – SW 14th Street/SW 148th Avenue Roundabout: Construct a modern roundabout at the intersection. A modern roundabout will help to reduce vehicular speed on the roadways as well as provide appropriate traffic control. It will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#26 – SW 14th Street/SW 154th Avenue Intersection Improvement: With the anticipated increase in traffic on SW 14th Street, the SW 14th Street/SW 154th Avenue intersection will require an exclusive northbound right-turn lane, in addition to two eastbound and westbound through lanes. If only one eastbound and westbound through lanes is provided, additional turn lanes may be needed to address the demand.



#27 – SW 14th Street Extension – Phase I: This project was recommended in the 2002 Nob Hill Traffic Study. It extends SW 14th Street from Nob Hill Road to Bright Road for approximately 0.50 miles. The project is intended to provide additional access to the schools in the area, especially from SR 84, so that students, teachers and parents do not have to solely rely on Nob Hill Road for access.

#29 – SW 14th Street Upgrade – Phase III: This project upgrades SW 14th Street from SW 136th Avenue to SW 130th Avenue to a three-lane major collector.

#31 – Oakes Road Extension Feasibility Study: This project is study the feasibility and conduct PD&E study of extending Oakes Road from SR& to Davie Road. The project is anticipated to improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive and help in its revitalization. It is also anticipated to improve the east-west connection in the area. The project was identified in the SR &7 Study and will require a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval.

#33 – Berkley Drive Pavement Upgrade: This roadway segment from SW 86th Avenue to SW 83rd Avenue was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

#34 – SW 87th Terrace Pavement Upgrade: This roadway segment from Berkley Drive to SW 18th Street was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

#35 – SW 154th Avenue (Shotgun Road) Upgrade: Upgrade SW 154th Avenue (Shotgun Road) to minor collector roadway standards with bike lanes from SW 14th Street to SW 142nd Avenue for approximately 3.5 miles. The roadway is ideal for recreational bicycle ride for residents if the vehicular speed can be reduced to enhance safety.

#36 – SW 148th Avenue Upgrade: This project is aimed at reducing the vehicular speed on the roadway by upgrade SW 148th Avenue from SW 14th Street to SR 84 to minor collector roadway standards with bike lanes and installing landscaped median for approximately 1.2 miles.

#37 – SW 136th Avenue Upgrade: Upgrade SW 136th Avenue to 2-lane minor collector roadway standards with bike lanes from SW 14th Street to SW 26th Street for approximately 1.0 mile. The pathway located on the eastside of SW 136th Avenue should be retained and may adequately serve pedestrian and bicycle traffic.

#38 – Davie Road Upgrade – Phase II: This project is identified in the 2007 RAC Master Plan as well as the Downtown Master Plan. It is aimed at revitalizing the area round the Davie Road/Orange Drive intersection. It will upgrade Davie Road to four-lane major collector roadway standards with bike lanes and on-street parking from SW 42nd Street to Orange Drive for approximately 0.25 miles.

#39 – Davie Road Upgrade – Phase III: This project continue to upgrade Davie Road to 4/5-lane major collector roadway standards with bike lanes from Nova Drive to SW 42nd Street for approximately 1.15 miles. The project is anticipated to revitalize the corridor and encourage



development and private investment. This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#40 – SW 14th Street Extension – Phase I: This project extends SW 14th Street from SW 130th Avenue to Flamingo Road as a 2-lane major collector for approximately 0.50 miles. This extension is anticipated to reduce the demand to widen SW 136th Avenue. It provides additional access to Flamingo Road from the Oakhill neighborhood.

#43 – SW 20th Street Safety: Install traffic calming measures, like speed hump, speed table, speed cushion, etc., along SW 20th Street from SW 154th Avenue to Flamingo Road to discourage cut-through traffic and reduce vehicular speeds.

#44 – SW 24th Street/Nova Drive Upgrade – Phase I: Upgrade SW 24th Street/Nova Drive to four-lane major collector roadway standards with bike lanes from Davie Road to College Avenue for approximately 0.45 miles. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane). This improvement has also been identified in the Capital Improvement Program (CIP). It should be noted that additional direct access to Broward Community College (BCC) from Davie Road may be provided between Nova Drive and the main entrance to BCC on Davie Road. This additional access will likely divert some traffic from Nova Drive, thus reducing the congestion on the roadway.

#48 – SW 26th Street Upgrade – Phase I: As one of the main collector roadway, this project upgrades SW 26th Street to two-lane minor collector roadway standards with bike lanes from Flamingo Road to Hiatus Road for approximately 1.00 mile.

#49 – SW 27th Court Upgrade: This project was identified in the Town's CIP. It upgrades SW 27th Court to two-lane local urban roadway standards with bike lanes from Hiatus Road to SW 106th Terrace for approximately 0.50 miles.

#50 – SW 29th Street Upgrade: This project was identified in the Town's CIP. It upgrades SW 29th Street to two-lane local rural roadway standards from SW 137th Avenue to SW 136th Avenue for approximately 0.10 miles.

#51 – SW 30th Street Upgrade – Phase I: Upgrade SW 30th Street to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 0.85 miles. This improvement has also been identified in the Regional Activity Center (RAC) Master Plan.

#53 – SW 39th Street Upgrade: SW 39th Street carries high volume of traffic, especially between SW College Avenue and Davie Road. This project upgrades the roadway to a three-lane major collector from University Drive and Davie Road. This project will not provide additional capacity on the roadway. Additional direct access to Davie Road south of the main entrance to BCC and re-design of the parking lot access should be considered as one of the alternatives to improve operation on SW 39th Street.



#54 – SW 44th Street Connection: This project was identified in the Downtown Master Plan. The project extends SW 44th Street west from Davie Road to SW 67th Avenue extension. The project will improve the accessibility of downtown area and help in its revitalization.

#55 – Orange Drive Upgrade – Phase I: The project upgrades Orange Drive to five-lane major collector from SR 7 to Florida Turnpike. The project will provide additional capacity on the roadway that serves the commercial and industrial traffic. The roadway was identified in the 2005 EAR and recent studies as having capacity constraints.

#56 – Orange Drive Upgrade west section – This project upgrades Orange Drive to a 2-lane minor collector with bike lanes from SW 142nd Avenue to SW 154th Avenue. This project will continue to multi-modal linear trail on Orange Drive and connect with the bike lane and sidewalk on SW 154th Avenue.

#58 – SW 53rd Street Extension – Phase I: This project connects SW 52nd Avenue to SW 64th Avenue with a 2-lane minor collector. This project will help develop east-west connection in the area. The actual alignment of the roadway would be determined based on consultation with the public stakeholders.

#60 – Oak Road Extension: This project is identified in the State Road 7 revitalization to improve the east-west connection. It extends Oakes Road from SR 7 to Davie Road and requires a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval. The extension is anticipated to partially relieve traffic from Orange Drive as well as improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive.

#62 – SW 130th Avenue Upgrade – Phase I: Upgrade SW 130th Avenue to 2-lane minor collector roadway standards with bike lanes from SR 84 to SW 8th Street for approximately 0.45 miles. The traffic volume on the roadway is anticipated to increase as it provides efficient connection to several residential neighborhoods. Where existing pedestrian pathways are available (mostly on the eastside of the roadway), the sidewalk and bike lanes may be detached from the roadway.

#63 – SW 130th Avenue Upgrade – Phase II: Upgrade SW 130th Avenue to 3-lane major collector roadway standards with bike lanes from SW 8th Street to SW 26th Street for approximately 1.5 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

#64 – SW 130th Avenue Upgrade – Phase III: Upgrade SW 130th Avenue to 2-lane minor collector roadway standards with bike lanes from SW 26th Street to SW 36th Court for approximately 0.9 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

#65 – Hiatus Road Upgrade: Upgrade Hiatus Road to a 4-lane major collector roadway from SR 84 to SW 14th Street for approximately 0.5 miles. This segment is expected to carry high traffic volume from residential developments on Hiatus Road.



#67 – College Avenue Streetcar: College Avenue is anticipated to be the main corridor in the SFEC. It will have multi-modal features like bike lanes, sidewalks, on-street parking etc. In addition, the 2007 RAC Master Plan and CIP assume that some form of fixed transit to be provided on the roadway. Given the limited service area of the roadway, a street-car service from the planned light-rail station on SR 84 to downtown Davie will likely be one of the potential transit options. This project conducts a study to determine the feasibility of providing a streetcar along College Avenue.

#68 – SW 121st Avenue Upgrade: This project is identified in the Town's CIP, and it upgrades SW 121st Avenue to a 2-lane local rural roadway from SW 26th Street to SW 36th Court for approximately 0.9 miles.

#70 – SW 24th Street/Nova Drive Upgrade – Phase II: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 1.00 mile. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane).

#71 – SW 24th Street/Nova Drive Upgrade – Phase III: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

#72 – SW 24th Street/Nova Drive Upgrade – Phase IV: Upgrade SW 24th Street/Nova Drive to two-lane minor collector roadway standards with bike lanes from South Pine Island Road to SW 97th Avenue for approximately 0.80 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

#73 – SW 26th Street Upgrade – Phase II: As one of the main collector roadway in the Oakhill neighborhood, this project upgrades SW 26th Street to two-lane minor collector roadway standards with bike lanes from SW 142nd Avenue to SW 130th Avenue for approximately 1.00 mile.

#74 – SW 30th Street Upgrade – Phase II: Upgrade SW 30th Street to two-lane minor collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles.

#75 – NW 33rd Street Extension: Extend NW 33rd Street from University Drive to Davie Road with two-lane local urban roadway standards with bike lanes for approximately 0.35 miles. This roadway extension will improve direct connectivity between University Drive and Davie Road.

#76 – SW 36th Street Upgrade: This project was identified in the RAC. It upgrades SW 36th Street from University Drive to College Avenue to a three-lane major collector with bike lanes. The project is anticipated to improve the operation and safety of the roadway and encourage bicycle traffic.

#77 – SW 36th Court Upgrade: This project upgrades SW 36th Court from SW 130th Avenue to SW 121st Avenue to a 2-lane minor collector with bike lanes. This project will likely require improvement at the Flamingo Road/SW 36th Court intersection.



#78 – Orange Drive Upgrade – Phase II: This project maintains the current three-lane section of Orange Drive and extends it to Florida Turnpike. This project is anticipated to support the revitalization of the area. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

#79 – Orange Drive Upgrade – Phase III: This project creates a three-lane section of Orange Drive from Davie Road to SW 67th Avenue extension. With the anticipated revitalization of the area, the additional turn-lane in the middle will improve the operation and safety of the roadway. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

#80 – SW 49th Street Upgrade: This project upgrades SW 49th Street to 2-lane urban roadway from SW 58th Avenue to SW 52nd Avenue. The project will provide east-west connection in the area.

#83 – SW 56th Street Extension: This project constructs a 2-lane local rural roadway from SW 61st Avenue to SW 58th Avenue. The project will provide east-west connection in the area.

86 – SW 36th Street Extension: This project extends SW 36th Street from SW 92nd Avenue to Nob Hill Road. The project is in environmentally sensitive area and would require environmental permit to proceed. The project is anticipated to significantly improve the east-west connectivity between S Pine Island Road and Nob Hill Road, which is severely lacking.

87 – SW 61st Avenue Extension: This project extends SW 61st avenue to the future Oaks Road Extension. The project is noted in the Regional Activity Center Master Plan and will extend approximately 130 feet over Town-owned property (former Town utility plant site). This project will alleviate traffic on Davie Road and on the State Road 7/Orange Drive intersection once the Oak Road extension is finalized.



Figure 18 Proposed Future Projects



References

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